



Hongkong Daily Press

ESTABLISHED 1857

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NOT ONLY RELIEVE
THEIR EYES FROM OVERSTRAIN
BUT THEY
IMPROVE THEIR PERSONAL
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No. 19,751. 號一十五百七十九萬一第 日二十月八年酉辛 HONGKONG, FRIDAY, SEPTEMBER 23RD, 1921. 五拜禮 號三十月九年拾國民華中 PRICE, \$3 PER MONTH.

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TIME-TABLE.
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7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 " " 9.30 " " 10 " "
9.30 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " " 15 " "
12.30 p.m. to 2.30 p.m. " " 10 " "
2.30 " " 3.00 " " 15 " "
3.00 " " 4.00 " " 10 " "
NIGHT CARS.
8.50 p.m. to 9.00 p.m. every 30 minutes
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.
SATURDAY.
Extra Car—12 midnight.
SUNDAY.
7.30 a.m.
8.00 a.m. to 10.30 a.m. every 15 minutes
10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " " 15 " "
12.00 noon " 1.00 p.m. " " 10 " "
1.00 p.m. " 5.30 " " 15 " "
5.30 " " 6.00 " " 10 " "
6.00 " " 6.30 " " 15 " "
6.30 " " 8.10 " " 10 " "
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[55]

KOWLOON-CANTON RAILWAY.
TIME-TABLE.
(On and after FRIDAY, SEPTEMBER 18TH, 1921, until further Notice (All previous Time Tables cancelled).)

DOWN TRAINS

Stations	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15
	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local
CANTON (Tai Sha Tau)	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Shek Lung	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Shum Chai	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Shuangchi	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Taipei	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Taipei Market	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Sham Shui	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Tamam	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
KOWLOON	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.

UP TRAINS

Stations	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15
	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local
Lan Ferry leaves	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
KOWLOON	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Tamam	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Sham Shui	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Taipei Market	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Taipei	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Shuangchi	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Shum Chai	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Shek Lung	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
CANTON (Tai Sha Tau)	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.

* Will stop at Taipei and Shuangchi, except on Sundays, for First-Class Passengers on Notice being given to the guard at Kowloon.
** Will stop at Taipei and Shuangchi for first class passengers on notice being given to the guard at Kowloon.

SEA TAU KOK BRANCH.

Stations	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15
	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local
Fauling	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Shataukok	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.
Further information may be obtained at the Railway Office, Kowloon, or from Messrs. Tico, Cook & Son, Hongkong.
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Kashin Hotel	Fukuoka	Nikko	Imperial Hotel
Kanazawa	Kanazawa Hotel	Kanazawa Hotel	Tokyo Station Hotel
Mikasa Hotel	Miyajima Hotel	Miyajima Hotel	Tsukiji Seiyoken Hotel
Mampai Hotel	Miyazaki Hotel	Miyazaki Hotel	Yokohama
Kobe	Fujiyama Hotel	Fujiyama Hotel	Grand Hotel
Oriental Hotel	Osaka Hotel	Osaka Hotel	
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IN CHOSSEN
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Fusan: Fusan Station Hotel
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HONGKONG.

THE RETURN OF KIAOCHOW.

TERMS OF JAPANESE
MEMORANDUM.

CONDITIONS ATTENDING PROPOSED
WITHDRAWAL.

Reuter's Peking correspondent has
furnished the following translation of the
memorandum which Mr. Obata, the
Japanese Minister, handed to the
Waichiao on the 17th inst.:

General Principles for the Readjust-
ment of the Shantung question:

- 1.—To return to China the lease of
Kiaochow Bay territory and the
rights relating to the neutral zone.
- 2.—In case the Chinese Government on
its own initiative throws open the
entire Leased Territory as a com-
mercial port, and recognizes liberty
of residence, commerce, industry,
agriculture and other lawful under-
taking to foreigners, and respects
and recognizes the vested rights of
foreigners, the Japanese Govern-
ment agrees to the withdrawal of
the proposal for the establishment
of a special and international
settlement.

With a view to foreign residence and
commerce, the Chinese Government will
as soon as possible throw open suitable
cities and ports in the Province of Shan-
tung.

Regulations governing the opening of
ports in the above-mentioned places
will be formulated by the Chinese Gov-
ernment in consultation with the inter-
ested countries.

- 3.—The Shantung Railway and the
mines appertaining thereto are to
be considered as an organization
under joint Sino-Japanese opera-
tion.

- 4.—All preferences and options relat-
ing to the employment of persons
and the supply of capital and mate-
rials based on the Kiaochow Con-
vention shall be denounced.

- 5.—The right of extension of the Shan-
tung Railway and any option in re-
gard to the Chefoo-Weishien and
other railways shall be assigned to
the common undertaking of the
new Consortium.

- 6.—The Customs Administration at
Tientsin will be made, even more
truly and more clearly than the
system under the German régime,
an integral part of the Chinese
Customs Administration.

- 7.—The Administrative Government
properties within the Leased Terri-
tory will in principle be ceded to
China, but further agreements will
be made relating to the administra-
tion and maintenance of public
construction works.

- 8.—For the conclusion of further agree-
ments relative to the details involv-
ed in the execution of the above-
mentioned arrangements and others,
Chinese and Japanese Governments
shall enter into agreements.

It is understood that the Japanese
Government will be considered between China and
Japan relative to the organization
of a special police force for the
Shantung Railway, upon the re-
ceipt of a notification from the
Chinese Government of the organi-
zation of a police force, the
Japanese Government, according to
its repeated declarations, will im-
mediately announce the withdrawal
of its troops, and withdraw them
upon the handing over of the func-
tions of policing the railway to the
police force.

RAISING THE WIND IN PEKING.

EXPENSES OF PACIFIC
DELEGATION.

PEKING, September 12th.

The Ministries of Finance and Com-
munications have succeeded in providing
\$8,500,000 required to meet administra-
tive and military expenditure by the
Mid-Autumn Festival.

The Ministry of Finance has agreed
with the proposal of the Chinese Bank-
ing Group to allow publication of all
matters connected with the agreement
between the Ministry and the Banking
Group concerning the 10th Year Domest-
ic Loan. The actual flotation of the
loan will probably take place immedi-
ately after the Autumn Festival.

It is understood that the first item of
expenditure proposed by the Chinese
Government from the proceeds of the
above loan is the expenses of the Chinese
Delegation to the Pacific Conference. It
is estimated that \$800,000 will be re-
quired for this purpose.—Reuter.

The *Sinwanpao* states that Dr. W. W.
Yen, Minister of Foreign Affairs, has in-
formed Drs. Wellington Koo, Alfred So
and Wang Chung-hui of their appoint-
ments as Chinese delegates to the Pacific
Conference.

THE DISORDERS IN CHINA.

THE AMERICAN NAVY'S TASK.

Admiral Joseph Strauss, Admiral of
the Asiatic Division of the American
Fleet, at the time given in his honour
by the American Association of North
China at the Peking Hotel on the 13th
inst. said:

"With the spread of our commercial
interests in China increased tasks devolve
upon the navy. In a country of such
vast territory and but recently born into
a new system of Government, we must
expect disorders that will temporarily
be beyond the control of the central
authorities. This condition calls upon
us to see that our legitimate commerce
is not disturbed and that our people
are afforded the protection that is their
right. I can assure you that we will do
everything in our power to fulfill this
task."

THE SHANTUNG QUESTION.

DIRECT NEGOTIATIONS OPPOSED.

[ASIATIC NEWS AGENCY.]

PEKING, September 14th.

The Chairman and members of the
Pacific Conference Association have
memorialized the Government requesting
the immediate publication of the dis-
patch delivered by Mr. Obata, Japanese
Minister, to the Foreign Office, on the
afternoon of the 7th inst. concerning
direct negotiations about the restoration
of Shantung to China so as to enable
the Chinese people to discuss the sub-
ject openly and without reserve. It is
understood that Dr. Yen has notified
Mr. Obata to this effect and the document
will be officially published with Tokyo's
concurrence both in Peking and Tokyo
simultaneously.

Owing to the importance of the
matter, the Cabinet Ministers have not
arrived at any definite decision yet
though Japan's terms were once discussed
by the Government. In fact, the Govern-
ment is in a dilemma and it is believed
that there will be no official reply from
China for some days to come. The pre-
sent question does not lie in the magnani-
mity of the Japanese terms to meet the
Chinese more than halfway or in the
Chinese Government's argument about
conditions, the question is whether the
Chinese people, who are gradually tak-
ing a deep interest in their national and
international questions, will permit
direct negotiation between Japan and
China. Hence the Central Government
are discussing the subject with the
various provinces especially with the
members of the provincial assembly of
Shantung and the result will be known
to the public within a few days. If the
opinions and views of the Peking rep-
resentatives of the provincial assembly of
Shantung can be regarded as representa-
tive opinion of the Shantung people,
then the Peking Government may be
forced to reject negotiation again. Im-
mediately after the delivery of the
Japanese Note to the Waichiao, the
representatives of the Shantung provin-
cial assembly who have been staying in
the Capital for the sole purpose of pre-
venting direct negotiation between the
two Governments, wrote to Dr. Wen, in
rather strong terms, suggesting that the
so-called "liberal" concessions from
Japan about the restoration of Shantung
to China are not worth any serious con-
sideration just because the Japanese
militarists and others merely want to
throw dust into the eyes of the world by
inviting China to open direct negotiation
so as to restore a mere empty shell to
China while Japan retains all real privi-
leges and also through this plot, Japanese
aggressionists deliberately want to mis-
lead the Chinese to lend the colour of
legality to the international robbery
committed several years ago. The Shan-
tung representatives added that the
thirty million Shantung people are will-
ing to sacrifice their lives and property
instead of having any direct negotiation
with Japan.

THE FIGHTING IN THE CENTRAL YANGTSE.

LULL AT ICHANG.

SZECHWAN DETERMINED TO
CONQUER HUPEH.

HANKOW, September 15th.

A wireless message from Ichang reports
that the Szechwanese still occupy the
south bank of the river opposite the
town, but on the north bank they are
now four miles from the town. There is
a lull in the fighting, probably due to a
shortage of ammunition. The two Chinese
gunboats at Ichang have hitherto been
inactive.

According to another report from a
well-informed Chinese source, General
Lui Hsiang, the Commander-in-Chief of
the Szechwanese, is absolutely deter-
mined to conquer Hupeh. An additional
40,000 Szechwanese reinforcements are
being sent down within a fortnight. The
lull in the fighting, according to this
source, is supposed to be due to the ap-
proach of the Mid-Autumn Festival.

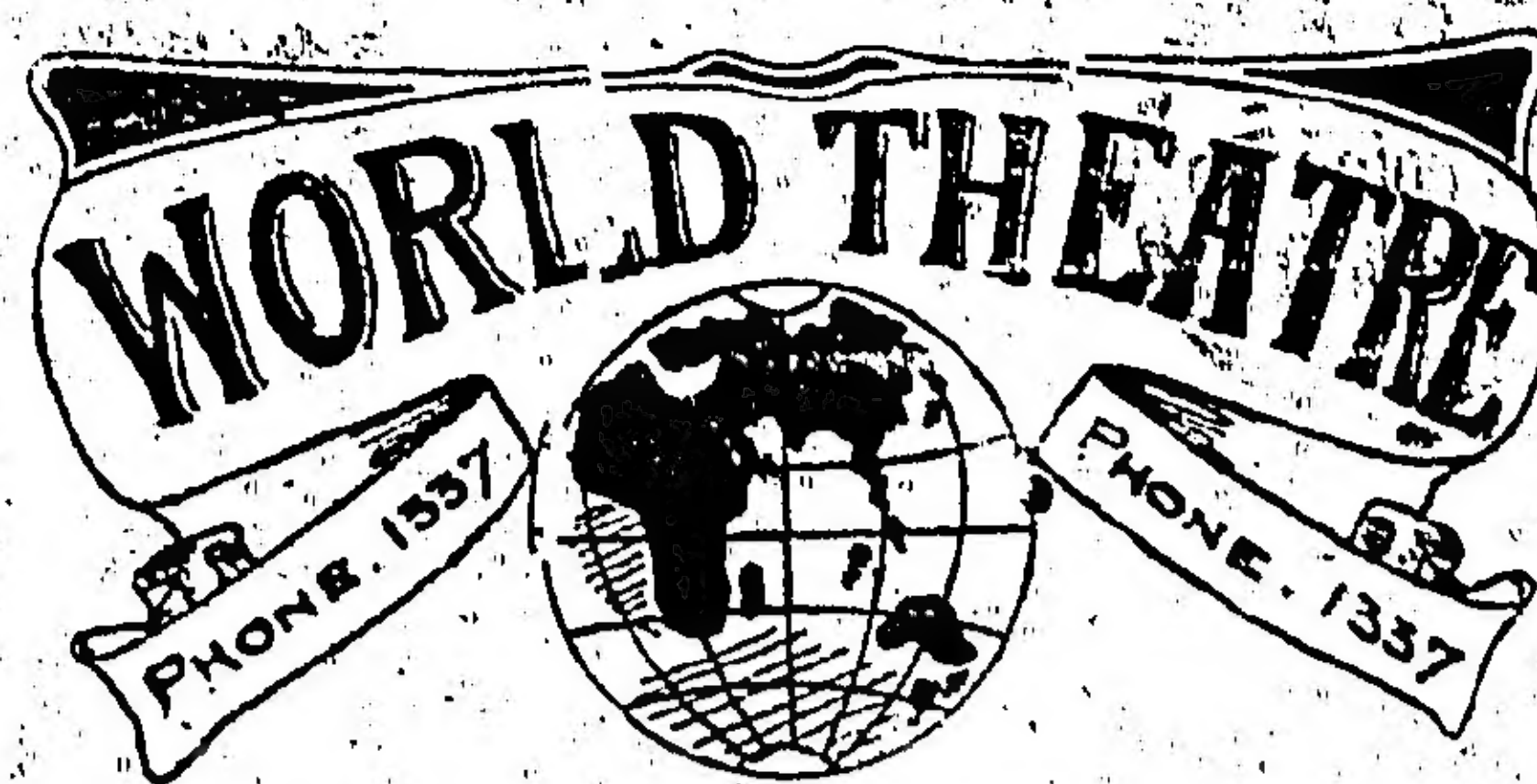
HONAN TROOPS WITHDRAW FROM HUPEH.

PEKING, September 13th.

It is understood that General Chow
Chieh, Commander of the 1st Honan
Division and Commander-in-Chief of the
Honan troops serving with General Wu
Pei-fu's expeditionary force, has with-
drawn his troops from Hupeh to Honan.
This move is attributed to apprehension
lest the Anfuists should take advantage
of the absence of the Chihli forces in
Hupeh that General Wu ordered General
Chow's force back to Honan for the pur-
pose of forestalling any plot of this
nature.

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WHY SHOULD

ONE DRINK

No. 10

WHISKY?

BECAUSE

ONE OUGHT.

HAI HAI

935

SUMMARY COURT.

(WORK THE PUNISH JUDGE (MR. J. A. WOOD.))

A WALL THAT FELL DOWN.

A Chinese contractor sued Mr. George Martin, a resident of Taipo, for \$245.35 for work done and materials supplied for the construction of a wall.

Mr. Leo Longinotto represented the plaintiff and Mr. Leo d'Almada the defendant.

His Lordship said there were two points; whether the wall was properly built and whether defendant was liable for the cost of blasting operations.

Mr. Longinotto said his client was instructed to build the wall the way he had done it, and pointed out to defendant that it was a risky job and the wall probably would not stand.

According to the evidence, Mr. Martin wanted a tennis court at his house at Taipo. This involved cutting away part of a hill and building a retaining wall. Ma Yiu Ting's tender, though not the lowest, was accepted on the advice of Mr. Baker, engineer of the Kowloon Canton railway. A dry rubble wall was built but it collapsed soon after completion. Mr. Martin contested the claim on the ground that the wall was not properly built and he also denied liability in respect of an amount claimed for blasting operations which were, he contended, included in the plaintiff's contract.

The plaintiff, in evidence, said that while the wall was going up Mr. Martin told him to use big stones, and he said it would not be safe to do so. Mr. Martin replied that "it didn't matter as long as it was cheap." Witness then instructed the foreman to build the wall in accordance with the defendant's wishes. Regarding the blasting operations the plaintiff explained that he arranged to remove the earth only from the hill, and not the stone. At first he did not see any stone there to remove.

His Honour said he thought the plaintiff undertook the whole of the work of cutting away the hill; it was merely his bad luck that he came across the stone. Mr. Longinotto replied that Mr. Martin recognised the claim for the blasting because he paid the \$200 on account.

Mr. Leo d'Almada contended that no particular item had been admitted. The defendant said in evidence that when an account was submitted to him on August 1st he did dispute the item about blasting work and that it was included in his contract for removing the hill. While the wall was going up he criticised the workmanship and pointed out that the plaintiff was not putting heavy enough stones into it. He was not satisfied with the wall when the plaintiff ceased work and never at any time passed it.

Mr. G. C. Wood, architect, gave evidence for the defence. He attributed the collapse to bad workmanship and faulty design. The average cost of constructing a dry rubble wall would be about \$3 per cubic yard. An ordinary tender would have included blasting operations.

In reply to Mr. Longinotto the witness said that, considering the heavy rains about the time the wall was constructed, any dry rubble wall might have come down.

Mr. d'Almada: That doesn't mean that you attribute the collapse to the heavy rain, does it?

Witness: No.

Mr. d'Almada submitted that, on the evidence, the plaintiff was not entitled to claim one cent. Mr. Martin, he argued, was justified in taking up the attitude that unless the wall was done in a satisfactory way he would not pay.

His Honour remarked that he did not know why the wall came down and Mr. d'Almada urged that the evidence of the architect settled that point. The Judge rejoined that he was still in doubt as to what the architect's view really was.

His Honour said that the plaintiff would not be regarded as a skilled person, except in a very modified sense. Both parties knew the work was going to be roughly done and the defendant took the risk. His Honour found, as a fact, that Mr. Martin, in conversation with the plaintiff, did adopt the wall with its faults, and must accept the consequences. His Honour found that the blasting was included in the contract and this point was, therefore, decided against the plaintiff.

Judgment was given for \$158.10, both parties to pay their own costs.

NAVAL AND MILITARY PAY.

In the House of Commons, last month, Mr. Amery, in reply to Viscountess Astor, said it was true that a comparison of the pay and allowances of officers of certain equivalent ranks in the Navy and Army showed an advantage in favour of the latter. This, however, was not a new situation, as the same was true before the new rates of pay for the Service were fixed. It had been the accepted view in the past that regard must be had to the earlier age at which naval officers normally attained the various ranks, the effect of which was to give a marked advantage to the naval officer over the whole of an average professional career, even when the married allowance in the case of the Army officer was taken into account. The fixing of the new rates of pay on different bases—the Navy giving the same rate of pay to the unmarried as to the married officer and the Army making a considerable difference between the two—had, however, introduced disturbing factors, which were receiving careful consideration.

THE TOBACCO DUTIES.

THE ONUS UPON RETAILERS.

"It would be an injustice if I were to be convicted of having illicit cigarettes in my possession," said Mr. F. X. d'Almada, at the Magistrate's yesterday, quite carried away by his anxiety for his client, a cigarette retailer, against whom it was alleged that half his stock had not paid duty.

"You must not confuse yourself with your client," remarked Mr. Orme, "consoling. You won't be convicted."

"I associate myself with my client," replied Mr. d'Almada. "When I say 'me' I mean 'my client.'"

"A conviction won't have the same effect, though," said the Magistrate, daily.

The case had been adjourned two or three times, and on this occasion various B.A.T. agents and sub-agents were called to say that they supplied the defendant with cigarettes which, so far as they knew, were duty paid. Even they, apparently, would have difficulty in proving, in a legal sense, that the duty was paid. They got the cigarettes in bulk from the "B.A.T.", and they presumed that the duty had been paid.

Cross-examined by Mr. Taylor, for the Imports and Exports Department, one witness said the sales to the defendant to which he was speaking, occurred in April, last; the next said the defendant was not a regular customer; the next, a "principal" agent of the "B.A.T." said he sold to the defendant last March.

This witness exhibited a Scottish caution under cross-examination.

"As they were Hatamen cigarettes," asked Mr. Taylor, "would you expect them still to be good and saleable?"

The witness: I can't say.

The Magistrate (to the interpreter): Tell him that, as a principal agent of the "B.A.T.", he must know.

"It depends whether the cigarettes have been kept in a case or not," said the witness, when the question had been put again.

"Well, what if they were open, at the back of the shop," asked Mr. Taylor. "I can't say," replied the witness.

"Would you buy them back, now?" asked the Magistrate.

"If they became mouldy, they would be sent back to me for exchange," said the witness, begging the question rather, mealy.

"Your own use?" persisted the Magistrate. "If they are mouldy, we can have them changed," said the witness.

The Magistrate "gave it up."

Mr. d'Almada said that was all the evidence for the defence. He could not call all the persons from whom the defendant had bought because two had absconded. "I have proved," continued Mr. d'Almada, "that all my cigarettes, that I sold, were duty paid. Even 'B.A.T.' agents cannot produce receipts showing that duty has been paid; the 'B.A.T.' pays the duty in bulk. The Ordinance throws on the defendant an onus which it is impossible for him to discharge. There is no means by which the defendant can prove that duty has been paid."

The Magistrate: I understand that the proof the revenue department requires is proof by means of bills and accounts. Mr. Taylor says you have not produced proper bills at the proper time and place.

Mr. d'Almada: I produced them subsequently.

The Magistrate: The retailer should have bills and accounts ready to be exhibited when revenue officers visit.

Mr. d'Almada: Some people do business in a slipshod way but it doesn't follow that, because of that, they should be found guilty.

The Magistrate said he did not think it could be seriously contended that any hardship was inflicted on a man in business if he was required to keep proper accounts.

Mr. d'Almada said bankrupts were frequently found not to have kept proper accounts.

The Magistrate: There is no law to compel any of us to keep accounts correctly, except that, in the case of tobacco duties, there is a particular duty cast on the defendant to produce necessary proof, ready to produce to an officer "when asked for it." The case has gone on for some time and I cannot pretend to have in my head all the facts brought forward. For that reason, it would be more satisfactory to leave the case over and consider it in the light of them all.

But I may say (added the Magistrate) that I am satisfied that the defendant has not given satisfactory proof, according to law, that he has paid duty, at any rate on a large block of cigarettes. Whether that refers to all the lot I will go through the evidence and consider.

The case was adjourned for a week.

WORLD THEATRE.

A most stirring dramatic play is coming on the screen of the "World Theatre" tonight in which the star Emmy Wehlen figures in the leading role, with a prominent American as the husband. "Lifting Shadows" consists of six fine reels and the story is of such enthralling interest that it rivets attention from beginning to end. Family reputation, future, meant everything to the husband. Had she the right to his love? Could he realize his ambition with this woman as his wife? That is the theme, and it makes an intense appeal to every man and woman.

THE DIET OF WORMS.

COOK SUPPLIES THE RECIPE.

MORE EVIDENCE IN THE POISONING CHARGE.

Most of the hearing, before Mr. Lind-sell, yesterday afternoon, of the poisoning charge was occupied with the evidence of the cook. He explained that the special delicacy of stewed paddy worms (in which it was alleged that the defendant had put arsenic) was prepared according to the following recipe:—First catch your worms, then cut them into suitable lengths (whether they are alive or dead when this is done was not stated). Put the worms in a pot with pieces of pork, garlic, preserved olives and flour cakes (cooked in peanut oil), and stew gently for two hours.

Coming to the charge before the Court, the cook said he saw the defendant come into the kitchen while he was preparing the food and do something to the stewpot. Defendant was the only person who came in while the food was cooking. Just before the meal was served, the defendant walked out of the place. He was invited to partake of the meal but said, "I will not eat your food." This was unusual; the defendant generally accepted the invitation to eat with them. This was the first refusal that the cook remembered. Everyone else then sat down to the meal.

"You started to help yourself to the good things?" inquired the Magistrate.

"Yes," said the cook, "I took five mouthfuls of worms."

"Did it taste good?"

"It had the taste of worms," replied the cook; who, all the afternoon, exhibited a faculty for stating the obvious and, ultimately, was called by the Magistrate "an extraordinarily stupid fellow."

"Well, did they taste good that night?"

"Nothing out of the ordinary," said the cook, "but I soon noticed grit in the food."

"Did you say anything to the others?"

"No," said the cook.

"Naturally," agreed the Magistrate, "you would 'lose face' with them."

The cook added that one of the visitors was the first to call attention to the grit.

Then, of course, the ice being broken, everybody said they had noticed the same peculiarity and with one consent not observing due cleanliness in his culinary operations. Then, according to the cook, someone claimed to recognise the particles on the plates as arsenic and, all of them being chemists' assistants, they took measures immediately. They mixed a jorum of *fung-jong* and all drank some. This was at 5.30 p.m., but strange to say, the men made no report of the matter to anyone until about nine o'clock, when their symptoms became worse and, as one of them put it, "their stomachs became feverish," and they were sick.

Then the Chinese doctors came along and, with great docility, the men took on the instruction of one of them, further doses of *fung-jong*—without telling him, apparently, that that prescription had been tried already and had proved ineffectual.

In the course of the evening the defendant returned to the shop and they taxed him with having put arsenic in the supper. He denied it but they detained him and eventually gave him in charge. The cook was also in custody for some hours.

The magisterial investigation is likely to be protracted.

COMPANY REPORT.

DOUGLAS STEAMSHIP CO. LTD.

The report of the General Managers (Messrs. Douglas LaPraik & Co.) on the thirty-eighth year's working of the Company, ended 30th June, 1921, states:—

"Political disturbances in China, and consequent restricted business; increased competition, and a phenomenal advance in the cost of liquid fuel during the first six months of the period under review, have all militated against profitable working of the steamers in our regular trade."

After paying all running expenses, ordinary docking charges, premia of insurance, allowances for leave and pensions of the floating staff, and transferring \$31,127.66 from the reserve fund to meet the cost of special repairs, renewals, and additions to steamers, there remains the sum of \$101,461.46 at credit of profit and loss account, which, subject to the approval of shareholders, it is proposed to appropriate as follows:—

To pay a dividend of 7 per cent. (\$3,500).....\$ 70,000.00

To write off the value of the Company's steamers and pre-

parties.....31,461.46

.....\$101,461.46

Mr. John Johnstone resigned from the Consulting Committee on leaving the Colony and Mr. D. G. M. Bernard was invited to fill his place. The Committee now consists of Messrs. D. G. M. Bernard, W. E. Clarke and A. O. Lang, who retire but offer themselves for re-election.

Messrs. A. R. Lowe and C. Bernard Brown, the auditors, retire but offer themselves for re-election.

SPORT.

TENNIS.

DOUBLES CHAMPIONSHIP.

A large crowd of Military tennis enthusiasts assembled at Happy Valley, yesterday afternoon, to witness the games in the third round. Among those present were H.E. Lieut.-General Sir G. M. Kirkpatrick, G.O.C., Lady Kirkpatrick and the Misses Kirkpatrick, Col. Day, C.F., Col. Humphrey, D.D.M.S., Col. Nicholson, D.A.A., and Q.M.G. Majors Hickling, Edwards and Tomlinson, the Rev. Mr. Shewell, C.F., Capt. Olliver, Tomory and Fisher, A.D.C.

The match between Q.M.S. Foster and S.-Sgt. Haynes, R.A.O.C., and Bdamen Murrant and (1), Wilts., produced some first class play, and the former pair took the first 4 games. The Wilts. pair, rallying, took the set 8-6.

The second and third sets went to the R.A.O.C. pair by 6-4, 6-3, who won the match 2 sets to one.

The other games resulted as follows: C.S.M. Pearson and Cpl. Townsend, R.E., beat Sgt. Wilkinson and Cpl. Rhodes, R.A.M.C., 6-1, 6-3.

S.S.M. Stroud and Mr. Lansley, R.A.S.C., beat Cpl. Hayward and Spr. Newing, R.E., 6-1, 6-2.

Sgt. Holloway and Gr. Henwood, R.G.A., beat Sgt. Wells and Bdam. Tangle, Wilts., 3-6, 6-3.

The semi-finals and final will be played, weather permitting, to-day, commencing at 3 p.m.

Lady Kirkpatrick will present the trophies at the close of play.

The Wiltshires band, by kind permission of Lt.-Col. J. R. Wyndham and Officers of the Regiment, will play selections during the afternoon.

WATER POLO.

The United, playing without Finch, were defeated at the V.R.C., yesterday evening, by the Club Lusitano by 4 goals to 1.

Matches for this evening:—

5.15 p.m.—H.M.S. *Forglife* v. 2/Wiltshires.

5.45 p.m.—V.R.C. v. R.G.A.

LAWN BOWLS.

SHANGHAI V. HONGKONG.

The interport teams met, again, this time in a friendly match, at Kowloon Bowling Club, yesterday afternoon, being obliged to play on the same substitutes.

Hongkong venging themselves for a 5-2 defeat. They won on 15-11, though it was going to be a very close game. By the time the eighth head was played Shanghai had scored 11 to 8 and might have been expected to win easily. They were getting a bit stale, perhaps, after playing every day for a week; anyhow they never scored again until the 10th head and Hongkong added one and two's until, after the 15th head, they stood 17-11. Both teams were playing well towards the end but Shanghai's recovery came too late, especially as, at the 20th head, Hongkong scored 5. The Shanghai skip had hard luck in not reducing this score. He drew a wood which, unfortunately for him, sent the jack into such a position that it improved the Hongkong score.

The following were the teams and details of the match:—

HONGKONG. SHANGHAI.
Clark..... 1 Tweedie..... 1
Gerrard..... 2 Landers..... 2
Hamilton..... 3 McAlister..... 3
Ferguson (skip). Shaw (skip).

No. Shots. Total. No. Shots. Total.
1 2 2 — —
2 1 3 — —
3 — 3 3 3
4 — 3 2 5
5 2 5 — 5
6 1 6 — 6
7 — 6 3 9
8 — 6 3 11
9 2 8 — 11
10 1 9 — 11
11 1 10 — 11
12 3 13 — 11
13 2 15 — 11
14 1 16 — 11
15 1 17 — 11
16 — 17 2 19
17 1 18 — 13
18 — 18 1 19
19 2 20 — 14
20 5 25 — 14
21 — 25 2 16

Mr. R. M. Dyer has presented a cup for each member of the winning team in the interport match and a smaller, souvenir cup for each member of the losing side. It should be mentioned, by the way, that the Shanghai team and members of the Kowloon Bowling Club had an enjoyable outing in the New Territories through the kindness of Mr. Dyer, who placed four cars at their disposal, and of Mr. E. Abraham, who also lent a car.

This afternoon, the Shanghai team will meet the team known in bowling circles as "The Hong Kong Big Four"—Messrs. Bond, Gerrard, D. Harvey and Russell. (skip)—the team that went to Shanghai, (skip)—the team that inaugurated the interport match. The game will be played at the Kowloon Bowling Green.

Afterwards the bowling men of the Colony will entertain the visiting team to dinner at the Hongkong Hotel. Mr. R. M. Dyer is expected to be in the chair and the Colonial Secretary (the Hon. Mr. Claud Severn) has promised to be present.

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AUSTRALIAN WHOLE FRUIT PRESERVES.

FIRST SHIPMENT OF

NEW SEASON JAMS

JUST ARRIVED

STRAWBERRY - - - per 12 oz. Tin 50c.

APRICOT - - - " 16 oz. " 35c.

PLUM - - - " " 35c.

BLACK CURRANT - - - " " 40c.

MARMALADE

per 16 oz. Tin 35c.

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These have been marked at competitive prices. There are Suits for \$55.00. Sports Coats \$27.50 which we guarantee in style and fit.

SEE WINDOW.

CABLES.

LATEST CABLES.

[REMOVED BY THE PRESS.]

GERMAN DYE WORKS
CATASTROPHE.TERRIBLE EXPLOSIONS: MANY
KILLED.

LONDON, September 22nd.

It was at the Oppau works during the war that the Germans made poison gas, which added a new horror to the hostilities. The manufactory was lately making nitrogen compounds for agricultural fertilisation.

A large hole, 130 yards wide and 49 yards deep, marks the former site of the gasometers which blew up.

Invaluable assistance was rendered by the French military under General Degoutte, the Commander-in-Chief.

As an evidence of the force of the explosion, several tombstones at the Oppau cemetery, weighing at least five kilograms, were lifted up and hurled sixty feet.

EARLIER CABLES.

CAUSE OF CATASTROPHE.

MAYENCE, September 22nd.

The catastrophe at Oppau was due to excess of pressure in two adjoining gasometers, which caused the explosion. It is now estimated that the death-roll may reach fifteen hundred.

SCENE OF AFFLICTION.

LUDWIGSHAFEN, September 22nd.

A statement by the management of the Badische Factory shows that the explosion occurred in a warehouse containing two hundred tons of ammonium sulphate compound.

Ludwigshafen resembles a great hospital. Schools have been converted into wards, to which all available transports have been commandeered to convey the victims.

Along the roads leading to Oppau and in all the fields round the town lie hundreds of badly-injured men, women, and children, many terribly mutilated and with shattered limbs. In many cases eyes were torn out. Hundreds of weeping women and children are flocking to the scene in search of relatives, but a cordon has been drawn around the wrecked works barring approach within a radius of half a mile. Medical detachments are arriving from Ludwigshafen, Mannheim, Heidelberg, etc. Unofficial estimates place the casualties at over a thousand dead and nearly two thousand injured.

WORKS BLOWN UP.

PARIS, September 21st.

A message from Mayence states that the chemical works at Oppau, near Frankenthal, in the Bavarian Palatinate, have been blown up, with over a hundred casualties.

LATER.

The latest news from Mayence, concerning the explosion at Oppau, is most terrible. It is declared that the casualties reach thousands, including a thousand dead.

BERLIN, September 21st.

It is now reported from Mannheim that hundreds were killed and injured and enormous damage done in two terrible explosions at the Badische Anilin- und Fabrik Works at Oppau, where highly explosive nitrogen compounds are manufactured.

ROOFS BLOWN OFF MILES AWAY.

MAYENCE, September 21st.

Explosions at the Badische Anilin- und Fabrik Works, Oppau, among the most terrible in history, occurred as the shifts were changing at eight in the morning. The concussion was felt at Mayence. All the windows at the Mannheim works were shattered. The first explosion occurred in the laboratory, where eight hundred men were working. All were instantly killed. Other explosions followed in rapid succession, making it impossible to assist the first victims. Several were killed and thirty injured at Mannheim, thirteen miles distant. Roofs of the houses being blown off. A number of people were killed in Ludwigshafen, while Oppau was reduced to a heap of ruins.

VILLAGE IN RUINS.

LONDON, September 21st.

The terrible effects of the explosion at Oppau were felt throughout the rich industrial Upper Rhineland, claiming scores of victims ten to twenty miles from the scene of the disaster. The pretty, flourishing village of Oppau has been completely destroyed. In a few seconds it was reduced to a blazing heap, shattered walls burying hundreds of helpless victims. The surviving villagers fled in a frenzy, halter-skelter. The district is overhung with dense columns of poisonous smoke visible for miles, rendering the ruins at present inaccessible. The Badische Anilin- und Fabrik Co. declare that there is no possibility of further explosions at Oppau. The full extent and origin of the disaster are at present conjectural.

AMERICA'S UNKNOWN
SOLDIER.

GENERAL PERSHING IN FRANCE.

HAYES, September 21st.

General Pershing arrived here and proceeded to Paris as the guest of the French Government. Besides attending the selection of the body of America's Unknown Soldier, he will inspect the American troops in occupation at Coblenz.

LATEST CABLES.

FAR EASTERN FREIGHTS.

FURTHER REDUCTION
ANTICIPATED.

LONDON, September 22nd.

The liner companies engaged in the Far Eastern trade are further reducing freights from Europe based on weight both from Great Britain and the Continent. The reductions broadly range from 5s. and 17s. 6d. per ton on rates between 57s. 6d. and 73d., according to a particular article and port of destination.

ECONOMIC BLOCKADE.

SUGGESTED ALTERATION IN
LEAGUE COVENANT.

GENEVA, September 22nd.

The Third Commission of the League, dealing with disarmament and blockade, has adopted a fresh wording for Article XVI. of the Covenant, concerning the use of the economic weapon.

The new text provides that the Council of the League may authorise the postponement of the application of blockade by certain members of the League, if such a measure offers a better prospect of the attainment of the end in view, or tends to reduce losses and inconveniences which members might suffer from the application of the economic weapon.

DISARMAMENT PROBLEM.

VITAL IMPORTANCE OF REGULA-
TION OF TRAFFIC IN ARMS.

GENEVA, September 22nd.

The temporary Mixed Commission of the League on armaments, in reporting to the Assembly as regards its work, emphasises the fact that none of the problems confronting the League is more difficult than disarmament, and in this connection the effective regulation of the international traffic in arms is vitally and urgently important.

The Commission points out that the International Convention for the Control of Trade in Arms, signed by the Allies at St. Germain on September 10th, 1919, has not yet been ratified by the majority of the signatories.

Great Britain, France and Japan are ready to ratify it, as soon as all the other principal Powers are prepared to do so. Italy is willing to ratify it, as soon as her Parliament has approved the Convention.

In regard to the United States, which, in view of the magnitude of its production of arms and munitions, is capitally important, the Convention has not yet been submitted to the Senate for ratification. If the American traffic in arms is uncontrolled, the Convention is likely to remain inoperative.

EARLIER CABLES.

WASHINGTON CONFERENCE.

PRIORITY OF SUBJECTS.

LONDON, September 21st.

Reuter learns that it is doubtful whether Mr. Bonar Law will be able to attend the Washington Conference. Sir L. Worthington-Evans will attend if disarmament is to be discussed, but such discussion is doubtful in view of the great opposition in certain quarters. It has always been understood here that the Pacific question is to be first dealt with, but, although nothing definite is known, it looks as if the United States Government now intended disarmament to be discussed first.

WILL MR. LLOYD GEORGE ATTEND
CONFERENCE?

LONDON, September 22nd.

Keen disappointment is felt in America at Mr. Lloyd George's inability to attend the Washington Conference, which is considered even more important in the interest of the world than Great Britain's domestic problems. There are indications that official efforts will be made from Washington with the object of persuading the Premier to alter his decision.

ATTITUDE OF JAPAN.

It is estimated that the conference will last three months. The Daily Telegraph, referring to Japan's intensive effort to arrive at a preliminary agreement with America and China on points in dispute, says that none realises better than the Japanese Premier that it is in Japan's interest to attend the Washington conference without encountering old prejudices and distrust, the persistence of which might hamper and even ruin the general Pacific arrangements now contemplated. Japanese diplomacy by happy treatment of the Yapan question and its frank overture to China has gone far towards dispelling some of the clouds that only a few weeks ago still overhung the China Seas.

LATEST CABLES.

EGYPTIAN COTTON.

GOVERNMENT RESTRICTIONS.

CAIRO, September 22nd.

The Government has decided to continue the restriction on cotton-growing areas for two years.

OBITUARY.

LONDON, September 22nd.

The death is announced of the Rt. Hon. Sir Ernest Cassel, G.C.B., G.C.M.G., G.C.V.O.

EARLIER CABLES.

FRENCH LABOUR SITUATION.

CONTEST BETWEEN MODERATES
AND EXTREMISTS.

PARIS, September 21st.

The burning question now dividing French labour, namely, the dissonance between the moderates and the extremists, the latter of whom favour adhesion to the Moscow International—was dealt with at a meeting of the national committee of the General Confederation of Labour, which passed a resolution by 63 votes to 58 in favour of compelling the extremists to respect trade-union discipline as defined at the recent Lille congress, when a resolution was passed implying elimination from the Confederation of the so-called "revolutionary syndicalist committees." Possibly this will lead to a split in the Confederation and expulsion of the Communists.

FRENCH TEXTILE WORKERS'

STRIKE.

PARIS, September 21st.

The International Textile Workers' Congress, at present meeting in Paris, attended by a hundred delegates, notably British and Dutch, has voted fr. 200,000 for the textile workers of France and Belgium, who are striking against a reduction of wages.

THE ARMENIAN QUESTION.

LEAGUE ASSEMBLY URGES
PROMPT SETTLEMENT.

GENEVA, September 20th.

The Assembly of the League has unanimously adopted the report of the Committee urging the Council to take steps to impress on the Supreme Council the necessity of a prompt settlement of the Armenian question.

HUNGARIAN OBSTACLES.

AMBASSADORS' CONFERENCE PRE-
PARES ULTIMATUM.

LONDON, September 21st.

The Ambassadors' Conference has not yet despatched an ultimatum to Hungary in regard to Burgenland, but it is understood that the terms of one have been practically settled. Hungary will be given ten to fourteen days to evacuate Burgenland, failing which the Allies will take the severest measures, the nature of which is not yet known.

U.S. CONGRESS.

PEACE TREATIES SENT BY
PRESIDENT.

WASHINGTON, September 22nd.

Congress has reassembled. President Harding sent a messenger with the German, Austrian, and Hungarian treaties. Senator Lodge, the Republican leader, previously conferred with the President, and it is understood, arranged for the treaties to be referred to the Foreign Relations Committee.

THE STEELWORKS STRIKE.

LOSS OF BIG JAPANESE CONTRACT.

LONDON, September 21st.

The recent strike at Swansea steelworks is stated to have prevented the acceptance of an urgent order from Japan, which would have occupied the mills for two years.

NEW BAVARIAN PREMIER.

BERLIN, September 22nd.

Herr Lerchenfeld, a member of the Bavarian People's Party, has been appointed Premier of Bavaria.

ARCHBISHOP MANNIX.

UNCHANGED AND UNREPENTANT.

AT BRISBANE.

At Brisbane Archbishop Mannix, speaking at a demonstration of the Irish Self-Determination League, at Sydney, last month, said he doubted whether the Government could legally administer the oath of allegiance, though he did not object to take the oath to the King of Australia, who lives in London, but he would have to search his conscience if asked to take the oath to the King of England, who was called Defender of the Faith and King of Ireland. If there had been a conciliatory disposition on both sides a satisfactory settlement would have been arrived at long ago. It was, therefore, no fault of the Irishmen that a truce was reached last year. He was ready to repeat every word he had said in Australia. America, London, and Edinburgh. He was unchanged and unrepentant, but he did not desire to make the negotiations more difficult, and he expressed the hope that there would be a settlement honourable to Ireland which would provide for every legitimate interest of the British Empire. Irishmen were noble and big-hearted enough to make a great sacrifice, forgetting and forgiving the past, if peace were concluded between the two peoples wherein both countries could march forward in prosperity and contentment side by side.

YOUTH CHARGED WITH
EMBEZZLEMENT.BIOGIOUS LIVING BRINGS HIM INTO
TROUBLE.

A Chinese youth, employed in the

Comptroller Department of Messrs. Andersen, Meyer & Co., general merchants, was charged, before Mr. R. E. Lindsell, yesterday, with the embezzlement of \$417.55.

Mr. Wong Sek-ki, the comptroller, said that the accused was employed as assistant accountant. During the absence of the Chief Accountant, Mr. Yip, the accused, acted for him for over a month. In that capacity he was empowered to make payments and collect money. The Chief Accountant returned to work on September 15th. When he checked the books he found that twelve payments had been made by the accused for which there were no vouchers.

The witness produced particulars of the twelve payments and said that as far as he was concerned, he had given no vouchers for them. The accused had to obtain permission from him before making any payment or drawing from account. If he neglected to get permission, he did so at his own risk. The entries in the books purported to be loans made to other members of the staff.

The Magistrate remarked that from the evidence, no case of embezzlement had been made out against the accused. In order to prove embezzlement it had to be shown that the accused had received different sums of money, paid to the firm or by the firm, and converted the moneys so received to his own use. In this case it appeared that the accused had borrowed money from the firm in other people's names. There was no question but that the accused had made false entries, but the offence was not embezzlement.

The accused admitted that he wanted the loans for himself, but said that he had first asked the permission of the persons mentioned to use their names to raise the money.

Questioned in particular about one entry which represented the Comptroller as having drawn \$50, the accused admitted that he did not ask the Comptroller's permission to use his name.

The Magistrate: Why did you not use your own name to get these loans?

Defendant: I did not want to get my own name mixed up with it.

By your own admission, then, Mr. Wong Sek-ki's name and converted \$50 to your own use. With regard to the other eleven entries, I have no proof before me, and will, therefore, not deal with them.

Sergeant Dick said that the accused was a visitor to Sheklongshan almost every night, and spent most of the money down there. He produced hotel bills to support the statement.

The Magistrate: You are a low scoundrel, wasting your time and spending money in brothels. I sentence you to six weeks' hard labour.

Mr. Wong Sek-ki said the defendant had worked under him for nearly three years and had been an honest boy until this unfortunate lapse.

The Magistrate: Your comptroller has given you a good character so I will give you a chance and reduce the sentence to three weeks. Let this be a lesson to you.

RAILWAYS BILL.

THE WORKERS' SACRIFICE.

Continuing the debate on the Railways Bill, as amended in the Standing Committee, in the House of Commons, on August 2nd, Mr. T. Thompson moved an amendment the object of which was to provide that rates should be fixed on a basis such as would ensure a maximum development and extension to the public interest of the carriage by railways of merchandise and passengers.

Mr. Neal said he thought the Ministry had met the interests of the railway companies and the interests of the traders by Sub-Section II.

Mr. Thomas said if the railway managers were fools they would do all that the mover predicted, but in doing it they would be crippling their own undertakings, just as they would be crippling the public. But the managers were not fools. Incidentally he hoped the House would appreciate that the £17,000,000 that was coming off wages this year—and there were many more millions to come off—were being given up by the men without any agitation, without any ill-feeling or any disturbance. A lot was heard about the wickedness of the workers in times of industrial disputes, but he pointed out how readily the railwaymen were accepting reductions now under the agreement they had entered into. It showed the wisdom of an agreement that recognised that abnormal conditions had to be taken into consideration. By no other class of workers but the railwaymen was that done, and though they were condemned at the time events had justified the course they took. If that bill had not been introduced, and on August 16th the railways had to revert to the 1914 position, railways would have given notice to their staffs, that wages would have to be reduced. It was the bill that maintained the wages.

The amendment was rejected by 228 votes to 53.

JAPANESE ADMINISTRATION

IN KOREA.

AN ENGLISH OBSERVER'S TESTI-
MONY TO ITS SUCCESS.

BY RICHARD PONSOMBY FANE.

II.

That Chosen has been greatly developed and has benefited immensely from Japanese administration is generally admitted even by the most hostile critics, and I shall not therefore touch on this point beyond saying that as far as I could see what they had achieved, in a comparatively short time is fully equal to anything accomplished elsewhere by other nations. I noted with great pleasure and gratitude the excellent work that is being done in the preservation and upkeep of interesting old buildings and monuments and the patient and careful archaeological and historical research which is being carried on.

STORIES OF BRUTALITY.

If these facts are true—and I am prepared to stand by them—where is the fly in the honey and why does one hear so many stories of brutality, etc. I first of all, the Japanese administration is very much in the limelight and the slightest error which would escape notice in British or other dependencies is at once noised abroad and generally gets magnified in the process. Secondly, most of the reports emanate from Americans whose republicanism is strongly antagonistic to bureaucratic government. There can, however, be no smoke without fire. There must be some foundation for the stories that are circulated. Undoubtedly there is, some of them are true in their entirety; others grossly exaggerated, for the Korean is no mean liar especially when narrating his grievances. Also, however, these stories could easily be matched in the colonies of other countries. Whether with or without cause—I have not the necessary data to judge—the Government is very suspicious and prone to believe any rumour of disloyalty or rebellion among the Koreans and in the past the police were able to take action independent of the executive Government. In criticising the colonial policy of Japan, however, it is necessary to keep in mind her policy at home, and the powers of the police in Japan proper are considerably greater than they are in most European countries or in the United States. The average Japanese puts up with and thinks nothing of police interference that would be considered intolerable by an Englishman.

BULLYING AND FLOGGING.

The police force in Chosen, now happily brought directly under the control of the Executive is a very big one and is recruited, especially in the lower ranks, very largely among the Koreans. That some of these men at times adopt a bullying and hectoring attitude is probably beyond question, and in times of excitement excessive and brutal punishments, floggings, etc., were, and possibly still are, resorted to. Torture, too, recognised under the old Korean régime, was, if not authorised by the executive, employed by the police. Violent attacks have been levelled at Japan for the brutal methods adopted and the many floggings inflicted in putting down the independence movement two years ago. That two wrongs do not make a right I fully admit but British critics at any rate, would do well to enquire into the methods employed and flogging inflicted during and after the Zululand disturbance in 1906 before they venture to criticise Japanese methods. Flogging has now been abolished in Chosen. Has it in South Africa? I know that the use of the "cat" was an every day occurrence when I was in Natal in 1907-1910 and the "cat" is a far more brutal weapon than the Japanese "jo."

MISCHANCES OF JUSTICE.

From what hardships, then, may the law-abiding Korean be said to suffer? He suffers from the bullying of the lower element of the Japanese population who in the early postwar days and it is doubtful whether he receives sufficient protection from the courts. These courts are conducted in Japanese and the Koreans generally have to have the services of an interpreter, and the low class Japanese is sometimes able to obtain a verdict on a point of law against real justice, for the courts are slaves of red tape. I state, merely as gossip, for I had no opportunity of substantiating the truth of it for myself that while in cases of Korean and Korean justice is administered, miscarriages occur from time to time when the case is one between a Korean and a Japanese. The Government would, I think, do well to encourage in every way in its power the acquisition of the Korean language among its Japanese officials, indeed it might even insist on it as a necessary qualification for promotion.

IS THE GOVERNMENT ANTI-CHRISTIAN?

The Korean suffers, too, from the suspicious attitude of the Government already alluded to and is liable to sudden inquisitorial proceedings which, owing to cases in the past which the police have abused their power, he fears excessively, but his lot is an infinitely happier one than the peasant class, at any rate, has ever known, before and his life and property are far safer. The Government of Chosen has been and often is accused of being anti-Christian. This is not the case. Indeed, judged from a non-Christian point of view their attitude is, I think, a very liberal one. Absolute freedom exists to propagate any faith and Christian bodies have much to be thankful for in the way of grants of good building sites, etc. How, then, does it come about that these accusations are made? It is because some of the missionaries, notably the Presbyterian and Methodist Missions, do not succeed in inculcating in their converts that churches and mission schools must not be used as places for political propaganda. When several members of the so-called provisional government of the independence movement were found to be pastors of these missions and it was proved beyond doubt that churches and schools were used as their meeting places it is not surprising that the Government are inclined to look askance at Christian converts and suspect them of revolutionary tendencies. (Continued at foot of next column.)

THE AMERICAN WIRELESS

CONTRACT.

CHINA'S INQUIRY AND AMERICA'S
REPLY.

The following correspondence has been published:—

The Chinese Minister to the Secretary of State.

Chinese Legation, Washington, June 9th, 1921.

SIR,—I have the honour to inform you that on the 8th of January last an agreement was made between the Ministry of Communications, on behalf of the Chinese Government, and the Federal Telegraph Company, an American corporation, for the erection and operation, as a joint enterprise of the Chinese Government and the American Company, of stations for wireless communications. Against this agreement protests were presented to my Government by certain Governments, claiming that by granting to the American Company the right of participation in wireless communications the rights of their nationals secured under prior contracts were violated.

In a recent conversation with you on the subject I understood from you that the American Government could not admit the validity of such claims. By reason of their contravening the rights of American citizens in China, and the principle of "The Open Door."

My Government is informed that these Governments have explained their views to you, and therefore, instructs me to inquire whether or not it is the intention of the American Government to maintain its position in the matter.

Accept, sir, the renewed assurance of my highest consideration.

(Signed) State to the Chinese Minister.

Department of State, Washington, July 1st, 1921.

SIR,—I have the honour to acknowledge the receipt of your note of June 9th, and in reply assure you that it is not the intention of this Government to withdraw from the position hitherto taken by it in support of the rights accruing to the Federal Telegraph Company under the contract of January 8th last. In its received, in reply to its inquiries as to the reasons for the other protest to the Chinese authorities against this contract, tend only to confirm this Government in its belief that the adverse claims which have been urged as excluding the Federal Telegraph Company from participating with the Chinese Government in establishing wireless communications are founded upon assertions of monopolistic or preferential rights, in the field of Chinese Governmental enterprise, which cannot be reconciled either with the treaty rights of American citizens in China, or with the principle of the open door.

Your reference to the principle of the open door affords me the opportunity to assure you of this Government's continuance in its wholehearted support of that principle, which it has traditionally regarded as fundamental both to the interests of China itself and to the common interests of all powers in China, and independent of their commerce on the Pacific Ocean. The Government of the United States has never associated itself with any arrangement which sought to establish any special rights or privileges in China which would abridge the rights of the subjects or citizens of other friendly states and I am happy to assure you that it is the purpose of this Government neither to participate nor to acquiesce in any arrangement which might purport to establish in favour of foreign interests any superiority of rights with respect to designated regions of the territories of China, which might seek to create, in such monopoly or preference as would exclude other nationals from undertaking any legitimate trade or industry or from participating with the Chinese Government in any category of public enterprise.

Accept, sir, the renewed assurance of my highest consideration.

(Signed) CHARLES E. HUGHES.

These two missions are under American supervision and though the missionaries may be acquitted of actively aiding rebellion their sympathies are naturally inclined to so called "freedom" and democracy.

OBEDIENCE AS A DUTY.

The Korean convert imbibes these "pernicious fallacies" and ignores the instructions of St. Peter who bids his flock "Submit yourself to every ordinance of the Lord for the Lord's sake, whether it be to the king as supreme or unto governors as unto them that are sent by him for the punishment of evildoers and for the praise of them that do well." I was assured, however, by the head of the "Ecclesia Anglicana"—Seikowai—who rigidly prohibits any politics among his followers that he met with no opposition from the Government, and he told me that his Roman Catholic colleague who adopts the same line has the same experience. It is therefore in my opinion abundantly clear that the Chosen Government is not anti-Christian. It is, I think, highly doubtful whether any European country or the U.S.A. would suffer Eastern missionaries to propagate their faith within its borders if the results were as unfortunate as they have been in some cases in Chosen. Japan is faced with an exceptionally difficult task in trying to bring the peninsula into an integral and loyal part of her Empire, a task rendered more difficult by the fact that for centuries the Koreans have been accustomed to regard his Japanese neighbours with feeling of mingled hatred and contempt. They have, in the writer's opinion, achieved much and deserve rather the applause and encouragement than the censure of the world in general. The sooner that it is realized that Chosen is entirely united for independence the better.

Richard Ponsomby Fane.
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—Japan Advertiser.

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PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT, ISABEL RAMSAY.]

Paris, August 15th.
 For the time being there seems to be a conspiracy among designers and milliners to concoct hats that shall not be made of straw. It is as though they all said "Because straw is the obvious composition for a hat, let's make hats of any and every material but straw." Then, having decided on this method of procedure, they have set to work to turn out the wonderful little works of art that will be bought by buyers from the world over and travel forth to carry on the tradition of taste and elegance of the "Paris hat."

With ribbon to form both foundation and trimming, they are fashioning models of every conceivable type, being helped, of course, in this by the high art to which manufacturers have evolved the modern ribbon. With beautiful widths of moiré, silk faille, picot, ciré, velvet, lame, brocade and the new type of ultra-brilliant reflections known as cellophane at his command, it is small wonder that the Parisian designer with his keen imagination is able to create delightfully quaint and original models for wear in the morning, afternoon and evening. For the tradition which rules that the dress one wears in the morning may not be worn in the afternoon, and the gown displayed at some afternoon function may not on any account be shown off at an evening party, applies with equal strictness to hats, and although all three types may be made of ribbon, this same rule has been none the less in operation and influenced the designer so that, in his mind, he has had in view the creation, not merely of a hat, but of a morning hat, an afternoon hat, or a theatre coiffure.

A model I saw recently in a rue de la Paix show-room that had been designed for wear with simple tailor-made or morning frocks was in black ciré ribbon lined with cerise; the form followed that of the rolled turban of the Indians, alternate strands of black and cerise being laid on in such a way as to cover up the foundation material; plaited strands of the same ribbon, ending in a ribbon cabochon and floating ends, was attached to the middle of the crown and formed the only trimming. Nary blue picot-edge faille ribbon, woven in imitation of a rush basket and placed over a boat-shaped close-fitting form, was another neat and becoming morning model; its claim to originality consisted in its trimming, which was merely a couple of strands of the same ribbon, fastened on the top of the hat on the right side, drawn underneath the chin and fastening with a cockade of ribbon high up on the left side, long ends of the ribbon being allowed to trail down.

For afternoon wear, there was a large Breton sailor shape covered with outward loops of wide raven blue velvet lined with pink, the ends being cut like a fish's tail and brought back so as to form a kind of framing the face in a beautiful and knotted way.

Another afternoon model was also made of large widths of reversible velvet; on this occasion they were loosely plaited so as to form the crown, the ends being looped under a very wide brim. As trimming, there was a loop with several ends set jauntily on the very edge of the brim at the left side, and, as a little extra note of harmony, there was a muff to match this hat, made of the same velvet run on in a series of gathered frills and finished with a stiffish bow and ends placed in the top hand corner.

Taffetas and crepe de Chine are, after ribbon, the favourite idiom in which millinists are expressing themselves. Taffetas and the old-world fabric, sheer silk, which has recently come to the fore for dresses and hats, are perhaps more favoured than crepe de Chine because they adhere to the present-day rule, which demands that all fabrics must be shiny and glistening to be fashionable. Edmée Flavenet combined both taffetas and ribbon in a pretty model with a wide turned-up brim with an irregular brim fashioned of nigger taffetas and trimmed with a huge cockade of different coloured gathered ribbons, placed underneath the brim on the right side, several strands of the ribbons being allowed to follow the lead of all ribbons and trimmings just now and trail down over the wearer's shoulder. Another model was a mixture of taffetas and black Chantilly lace, the latter being draped over the brim and ending in long streamers that were wound round the neck; a relieving note of contrast in so much black was provided by a beautiful wax magnolia.

Georgette, also, serves its turn, but it is usually brightened up by means of ciré ribbon or cellophane, or else clever ideas carried out in flowers and fruit. A wide brimmed hat in black Georgette showed a brim entirely covered by cock's feathers in a deep shade of rouille gummed on above and beneath; long streamers that drooped from off the outer right edge were also treated in this way, and the effect was certainly very quaint and striking.

Writing of quaint things reminds me of an amusing little frock I saw recently fashioned of amber crepe and trimmed with bands of black glycerined feathers run up both sides of the skirt and edging the sleeves and neck. A quantity of the same trimming drooped sadly over the brim of a shady hat in amber crepe de Chine that had been designed to match this original frock.

Feathers are much favoured for trimming by Lewis, one of his latest models being a close-fitting toque effect of black tulle set off by a band of feathers standing up like the traditional head-dress of the Red Indians. Another of the successful models he has launched this season is an upturned Breton sailor shape, trimmed with a couple of wide quills stuck through and jutting out from the brim on the right side.

The only noticeable feature about the present vogue is the absence of flowers as trimming. Of course, there are many models trimmed with flowers just as there are many made entirely of straw, but the great majority are trimmed with feathers or ribbon. Matinée hats and evening coiffures are more inclined to be

(Continued at foot of next column.)



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Top Floor, King's Building
Tel. No. 140.**CHRIST'S RELATION TO GOD.****MODERN CHURCHMEN'S VIEWS.**

The extent to which modern theologians have departed from the traditional beliefs of the past was clearly illustrated at the conference of modern Churchmen, at Cambridge, last month, when the Very Rev. Hastings Rashdall, Dean of Carlisle, spoke on the subject, "Christ as Logos and Son of God." There was, he said, a growing demand that liberal theologians should say in quite definite terms what they really meant when they used the traditional language about the Divinity of Christ. Dealing first with the negative side of the proposition, Dr. Rashdall said Jesus did not claim divinity for Himself. He may have called Himself, or more probably allowed Himself to be called, the Messiah or Son of God, but never in any critically well-attested sayings was there anything suggesting that his conscious relation to God was other than that of a man toward God—the attitude which He wished that all men should adopt. It obviously followed from that admission that Jesus was in the fullest sense a man; that He had not merely a human body, but a human soul, intellect, and will. That was not always recognised by the Church. Many of the early Greek fathers—Trenaus, for instance, and Athanasius—obviously thought of Him simply as the Logos of God residing in a human body. Later councils condemned this position in the person of Apollinarius. From the point of view of later theology it could not be too strongly asserted that Athanasius was an Apollinarian. "And," added the Dean, "I find a great many people now, who think themselves particularly orthodox, are really Apollinarians, too. I have known quite advanced Catholics who simply did not know that the Church teaches that Christ had a human soul. Much so-called orthodoxy is really Apollinarianism, and some defenders of the Catholic faith, who are too well informed to become downright Apollinarians, are really under the influence of that heresy in the later reduced form of it, which denied that Christ had a human will."

It was equally unworthy to suppose (continued Dr. Rashdall) that the human soul of Jesus pre-existed. There was simply no basis for such a doctrine, and from the time when the Logos Christology was accepted by the Church, it had been held that what pre-existed was the Divine Logos—not the human Jesus. The divinity of Christ did not necessarily imply the virgin birth or any other miracle. The virgin birth, if it could be historically proved, would be no demonstration of Christ's divinity, nor would the disproof of it throw any doubt upon that doctrine, nor did the divinity of Christ imply omniscience. Since the appearance of Bishop Gore's Bampton lectures it had been unnecessary to labour that point, though the doctrine of a limitation of Christ's knowledge had not yet sunk into the popular mind. Modern eschatological theories had still further increased the necessity of admitting that that limitation must be pushed much further than Bishop Gore and his school would admit. Even if they reduced, as he personally was disposed to do, the genuine eschatological sayings to a minimum, it was difficult to deny that Christ entertained some expectations about the future which history had not verified. What, then, was the modern view of the relation between God and man? That man is not merely the creation and plaything of God, that all human minds are reproductions "in limited modes" of the divine mind, that in all true human thinking there is a reproduction of the divine thought, and above all, that in the highest ideals which the human conscience recognises there is a revelation of the ideal eternally present in the divine mind; those were the pre-suppositions under which alone any real meaning could be given to the doctrine. There was much in nature that was not divine at all. It was just because it so emphatically negated such a non-moral doctrine of divine immanence that the Christian doctrine of a supreme incarnation in an historic person became so valuable. If we believe that every human soul reveals, produces, incarnates God to some extent, if we believe that in the great religious personalities, founders, the reformers of all religions, God is more fully revealed than in other men, then it became possible to believe that in one man the self-revelation of God had been signal, supreme, unique, that we are justified in thinking of God as like Christ, that the character and teaching of Christ contains the fullest disclosure both of the character of God himself and of His will for man. That was (so far as so momentous a truth could be summed up in a few words) the true meaning for us of the doctrine of Christ's divinity.

The Rev. H. D. A. Major, Principal of Ripon Hall, Oxford, followed, and dealing more especially with Christ's conception of divine sonship, said one of the profound problems of the New Testament criticism was: "What view exactly did Christ take of His messianic office of sonship? He most emphatically did not regard His office as political, and Professor Lake had done a real service to the New Testament exegesis by pointing out the anti-political character of Christ's teaching, in opposition to the political propaganda of the zealots. Jesus regarded Himself as the Messiah; He believed Himself to be the viceroy of a kingdom, but He could have nothing to do with politics or the political conception of the kingdom, as He was opposed to the economic conception of it. Dealing with the question as to whether Christ claimed to possess a pre-existent conscience and knowledge, which the fourth Gospel answered in the affirmative, the speaker thought that to-day they must be strong to declare that the conscience of Christ was a full human consciousness, leaving the question of a pre-existing conscience unsettled, and

(Continued at foot of next column.)

NOTICES TO CONSIGNEES**"BEN" LINE OF STEAMERS.****NOTICE TO CONSIGNEES.**From ANTWERP, MIDDLESBRO',
LONDON AND STRAITS.

The Steamship "BENARTY"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered, after the 26th Sept., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd Oct., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th Sept., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.

Hongkong, September 19th, 1921. [1465]

NOTICE TO CONSIGNEES.THE P. & O. S. N. Co.'s Steamer
"JEYPORE"Arrived Hongkong, on Sept. 20th, 1921.
From BOMBAY, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:-
From Persian Gulf ex. s.s. B. I. S. N. and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DODD, at 10 A.M. on Mondays and Tuesdays.

All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

MACKENZIE, MACKENZIE & CO.
Agents.

Hongkong, September 20th, 1921. [1468]

S.S. "ARMAND BEHIC"COMPAGNIE DES MESSAGERIES
MARITIMES.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods with the exception of Opium, Transit and Valuables are being landed and stored at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 27th Sept., at Noon, will be subject to rent and landing charges.

All claims must be sent in to us on or before the 30th Sept., or they will not be recognised.

All damaged packages will be examined by Messrs. GODDARD & DODD, on TUESDAY, the 27th Sept., at 10 A.M.

No Fire Insurance has been effected.

R. BODENFUSER,
Acting Agent.

Hongkong, September 21st, 1921. [1474]

KONINKLIJKE PAKETVAARTMAATSCHAPPIJ.
NOTICE TO CONSIGNEES.From BELAWAN DELI, PENANG
AND SINGAPORE.**THE Steamship**

"VAN CLOON,"
having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by September 27th, 1921, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the September 27th, 1921, at 10 A.M., by Messrs. GODDARD & DODD.

Claims against the Steamer must be presented in writing within 10 days after arrival of Steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the Undersigned in any case whatever.

Bills of Lading will be countersigned by JAYA-CHINA-JAPAN LINES,
Agents.

Hongkong, September 22nd, 1921. [1475]

that it was not supernatural or miraculous in any sense that could not be attributed to other human beings. As to whether the fact that He was the Son of God justified them in calling Him "my God," as He was called in the fourth Gospel, Mr. Major thought the language of devotion permitted it, but such phraseology had not Christ's sanction. Personally he did not think that Christ cared very much what He was called, and certainly those who knew not Christ by name, but reflected in their relations to their fellow-men the spirit of service and sacrifice which was Christ's, were infinitely nearer to Christ than those who, though holding the most exalted views of Christ's person, did not reflect His spirit in their daily lives.

Daily Telegraph.

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.**SAILINGS, SUBJECT TO ALTERATION.**

SANDAKAN	YANNIS	Fri.	23rd Sept.	Noon
TIENSIN	CHIPSING	Fri.	23rd Sept.	Noon
MANILA	YUENSANG	Fri.	23rd Sept.	Noon
STRAITS & CALCUTTA	KUMSANG	Sat.	24th Sept.	Noon
SHANGHAI via SWATOW	KWONGSANG	Mon.	26th Sept.	Noon
KOBE via SHANGHAI	CHAKSANG	Tues.	27th Sept.	8 a.m.
HAIPHONG via HOIHOW	TAKSANG	Tues.	27th Sept.	Noon
BANGKOK	CHUNSAANG	Tues.	27th Sept.	Noon

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

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TIENSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

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S.S. "KUMSANG" will be despatched on or about
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& CALCUTTA.

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Joint Service of Steamers.**U.K.-STRAITS, CHINA & JAPAN SERVICE.****OUTWARDS.**

Vessel	Leaves Hongkong	Discharges
S.S. "CARNABYONSHIRE"	24th Sept.	GENOA, ROTTERDAM, HAMBURG & HULL
S.S. "PEMBROKESHIRE"	25th Oct.	GENOA, LONDON, ROTTERDAM & HAMBURG
S.S. "GLENIFFER"	25th Oct.	LONDON, ROTTERDAM & HAMBURG

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENIVARA"	25th Sept.	GENOA, ROTTERDAM, HAMBURG & HULL
M.V. "GLENAPP"	27th Oct.	GENOA, LONDON, ROTTERDAM & HAMBURG
M.V. "CARNABYONSHIRE"	3rd Nov.	GENOA, ROTTERDAM & HAMBURG
M.V. "PEMBROKESHIRE"	27th Nov.	GENOA, LONDON, ROTTERDAM & HAMBURG

Movements are subject to change without notice.

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For Charter Bids and all other particulars apply to the

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No. 3, Buzan, Kona.

SHIPPING NEWS

ARRIVALS.

September 24th.
Tea, British str., 1,381 tons, Capt. Wm. McDonald, from Amoy, with a general cargo.—B. & S.
 September 25th.
Bentley, British str., 2,600 tons, Capt. E. Watters, from London and Singapore, with a general cargo.—Gibb, Livingston & Co.
Besse, British str., 2,798 tons, Capt. John Kerr, from Manila, with a general cargo.—Robert Dollar & Co.
Chenai, British str., 1,354 tons, Capt. P. Purlow, from Shanghai and Swatow, with a general cargo.—B. & S.
Chipping, British str., 1,180 tons, Capt. J. F. Matthews, from Canton, with a general cargo.—J.M. & Co.
Chung King, Chinese str., 240 tons, Capt. Wm. Ross, from Kien, with a general cargo.—Chun Yue Ting.
Chusan, British str., 1,407 tons, Capt. Charles D. Nicoll, from Bangkok and Swatow, with a general cargo.—J.M. & Co.
Eastern, British str., 2,272 tons, Capt. A. S. Gordon, from Japan and Shanghai, with a general cargo.—Mackinnon Mackenzie & Co.
Footie, Chinese str., 830 tons, Capt. B. Miyake, from Chefoo, with a general cargo.—Yue Tai Hong.
Gensai Maru, Japanese str., 1,069 tons, Capt. T. Toshioka, from Kanata, with coal.—M.B.K.
Kueichow, British str., 1,222 tons, Capt. R. Ritchie, from Tientsin and Swatow, with a general cargo.—B. & S.
Peking Maru, Japanese str., 1,066 tons, Capt. Yoshida, from Shanghai, with a general cargo.—N.Y.K.
Tsushima, Dutch str., 2,444 tons, Capt. T. P. Schatzenburg, from Sourabaya and Balikpapan, with a general cargo.—J.C.J.I.

CLEARANCES

September 22nd.
Buneri Maru No. 3, for Tokio.
Chenai, for Canton.
Chung King, for Swatow.
Dakar Maru, for Kobe.
Ginseng, for Singapore.
Hanoi, for K. C. Wan.
Hydrung, for Swatow.
Kueichow, for Canton.
Kueichow, for Amoy.
Shantung, for Swatow.
Szechuan, for Swatow.
Tanai, for Sandakan.

VESSELS EXPECTED.

Antiochus (Blue Funnel line), due September 29th.
Atsuta Maru (N.Y.K.), due September 28th.
Dunera (P. & O.), due about October 4th.
Empress of Russia, due about October 6th.
Gregory Apar (B.L.), due September 28th.
India Maru (N.Y.K.), due September 29th.
Kyuu Maru (N.Y.K.), due October 27th.
Karmala (P. & O.), due October 10th.
Kashima Maru (N.Y.K.), due September 24th.
Kendal Castle (Dedwell Castle line), due September 27th.
Matsuyama Maru (N.Y.K.), due Sept. 23rd.
Nagano Maru (N.Y.K.), due Sept. 25th.
Senshi Maru (N.Y.K.), due September 24th.
Shidzuoka Maru (N.Y.K.), due October 13th.
Shinyu Maru (T.K.K.), due September 24th.
Tatsuno Maru (N.Y.K.), due Sept. 25th.
Wakasa Maru (N.Y.K.), due Sept. 23rd.

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The M/S. "MALAYA"

has left 24th September, will be loading for ROTTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN PORTS.

End of October.

Further sailings—

M/S. "Panama" ... November/December.
 M/S. "Annam" ... December/January.

For further particulars please apply to—

MANNERS & BACKHOUSE, LTD.

Hongkong, September 2nd, 1921

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SHIPPING MOVEMENTS.

The P. & O. s.s. *Karmala* is expected to leave Colombo on September 28th.
 The s.s. *Elpener* (Blue Funnel line) left Shanghai on September 23rd for London, Rotterdam and Hamburg, and Hongkong. The vessel is due here on September 25th, and will sail on September 27th.

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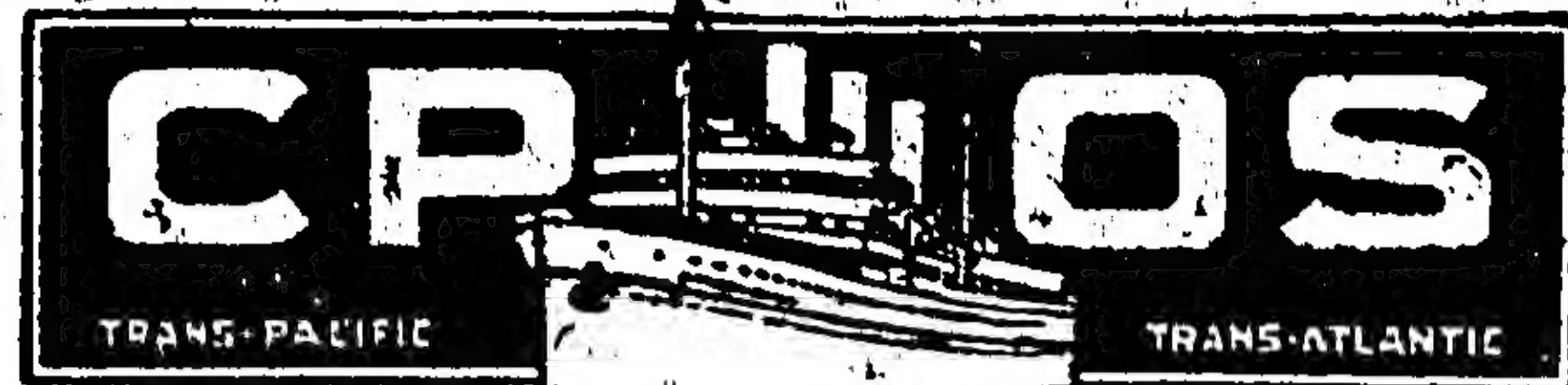
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E. Russia	Oct. 13	Oct. 31	Victorian	Nov. 11	Nov. 20
Monteagle	Oct. 26	Nov. 19	E. Britain	Nov. 26	Dec. 4

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 Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

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 S.S. "NANKING" Dec. 12th

HONGKONG to SINGAPORE
 S.S. "CHINA" Oct. 15th
 S.S. "NANKING" Nov. 23rd

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S.S. "CHERIBON MARU" sailing on or about 26th Sept.

For MOJI, KOBE, OSAKA and YOKOHAMA.

S.S. "SAMABANG MARU" sailing on or about 7th Oct.

For further particulars please apply to—

Tel. No. 2406

K. SUZUKI, Manager,

No. 5, Queen's Road Central

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T. K. K. TOYO KISEN KAISHA

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The Pathway of the Sun.

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PERIA MARU	22,000	Oct. 15th, at 10.30 a.m.
TAIYO MARU	22,000	Oct. 29th
SIBERIA MARU	22,000	Nov. 12th
TENYO MARU	22,000	Nov. 26th

* Calling at Dairen and omitting call at Keelung and Shanghai.
 † Calling at Dairen and omitting call at Keelung.

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TJIPANAS	JAVA	23rd Sept.	27th Sept.	SAIGON
TJIBODAS	AMOI	25th Sept.	27th Sept.	JAVA
TJISALAK	JAPAN	3rd Oct.	5th Oct.	JAVA

* Wireless Telegraphy.
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Regular monthly service between JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN

Sailings subject to alterations.

Steamers
 "TJISONDARI" ... ROTTERDAM, AMSTERDAM & HAMBURG ... 2nd Oct.
 "ALDERAMIN" ... ROTTERDAM, AMSTERDAM & HAMBURG ... 11th Oct.
 "BOEROE" ... AMSTERDAM, ROTTERDAM & HAMBURG ... 2nd Nov.
 "TOSARI" ... AMSTERDAM, ROTTERDAM & HAMBURG ... 10th Dec.
 "OUDEKERK" ... ROTTERDAM, AMSTERDAM & HAMBURG ... 10th Jan.
 "RADJA" ... AMSTERDAM, ROTTERDAM & HAMBURG ... 10th Feb.

For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN

General Agents

Tel. 1574.

York Building.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

**ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agents.**"ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO., LTD.
JAPAN CHINA & STRAITS**

UNITED KINGDOM & CONTINENT.

LONDON, ROTTERDAM & HAMBURG

s.s. "MADON HALL" ... 24th Sept.

LONDON, ROTTERDAM, HAMBURG & GLASGOW

s.s. "KENTUCKY" ... 3rd Oct.

LONDON, ROTTERDAM, HAMBURG & GLASGOW

s.s. "CITY OF PEKIN" ... 29th Oct.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.,
General Agents.**NEW YORK DIRECT**

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

Sailings from Hongkong.

* "BURYMACHUS"	via Suez Canal	13th Oct
* "CITY OF ADELAIDE"	via Suez Canal	1st Nov
* "TYDEUS"	via Suez Canal	15th Nov

* Calls at Boston

Steamers proceed via Suez Canal or Panama Canal & Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON, BEES & CO., CANTON.**MESSAGERIES MARITIMES****FRENCH MAIL LINKS.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement	Sailing Date
SHANGHAI, KUEI & YOKOHAMA	"ANDER LEBOW" 11,800	On or about 19th Oct.
MARSEILLES via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DJIBOUTI, SUZUKI & PORT SAID	ARMAND BEHIC 11,000	During 2nd part of Oct.

For full particulars regarding sailings, etc., apply to—

R. HODENFUSHER,
Agent,
Queen's Building.**DOUGLAS STEAMSHIP CO., LTD.****HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOCHOW

AND RETURN

(Occurring 9 to 10 Days)

"HAICHING"	—	Capt. A. H. Stewart	FRIDAY, Sept. 22nd, at 2 P.M.
"HAILOONG"	—	Capt. W. Cooper	MONDAY, Sept. 26th, at 4 P.M.
"HAIHONG"	—	Capt. W. O. Passmore	FRIDAY, Sept. 20th, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPHRAIR & CO.,
General Managers**P. & O. - British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,400	14th Oct.	Singapore, Colombo & Bombay
"KHIVA"	9,000	15th Oct.	Marseilles, London & Antwerp
"SARDINIA"	5,800	23rd Oct.	Marseilles, London & Antwerp
"KARALA"	9,000	11th Nov.	Marseilles, London & Antwerp
"RYANZA"	7,000	25th Nov.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"KASTERN"	4,000	24th Sept. 11 A.M.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	6,000	17th Oct.	

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"JYPORE"	5,400	22nd Sept. 6 A.M.	Shanghai.
"SARDINIA"	5,800	23rd Sept.	Japan via Shanghai
"GREGORY APCAR"	9,000	28th Sept.	Shanghai & Japan.
"DUNERA"	5,400	2nd Oct.	Shanghai only.

SPECIAL STEAMER.

The P. & O. s.s. "EGYPT" is expected to leave Hongkong on or about the 18th January, 1922, taking passengers and cargo for MARSEILLES and LONDON, calling at Bombay.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta, Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.For further information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents.**O. S. K.****OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ALTAI MARU" ... Wednesday, 5th Oct.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

"SEATTLE MARU" ... Tuesday, 11th Oct.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"KASADO MARU" (Passenger Service) ... Wednesday, 14th Oct.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly services.

"KISHU MARU" ... Saturday, 1st Oct.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan—Regular fortnightly PASSENGER service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S.A. in connection with Chicago Milwaukee and St. Paul Railway.

"ARABIA MARU" ... Tuesday, 4th Oct.

"ARIZONA MARU" ... Thursday, 20th Oct.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"HONOLULU MARU" ... Friday, 14th Oct.

NEW ORLEANS LINE via SUEZ.

"BOHNEO MARU" ... Friday, 14th Oct.

JAPAN PORTS—Shanghai, Kobe & Yokohama.

"BURMA MARU" ... Wednesday, 28th Sept.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbor Office.

"KALU MARU" ... Sunday, 25th Sept.

TAKAO via SWATOW & AMOY.

"BOHNEO MARU" ... Friday, 23rd Sept.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building. [50]

Tel. Nos. 144 & 745

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer ... Arr. Hongkong from Australia ... Lv. Hongkong for Australia

SAILINGS SUBJECT TO ALTERATION

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Rates, Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to— BUTTERFIELD & SWIRE Agents.

**C. N. C.
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

For	Steamer	On	To
SHANGHAI & TSINGTAO	"CHERMAN"	On 25th Sept.	11/12th
WHEATON, CHANGHAI & TIENTSIN	"KUMIOHAW"	On 25th Sept.	6 P.M.
HONGKONG & BANGKOK	"CHANGHONG"	On 27th Sept.	5 A.M.
SWATOW & BANGKOK	"CHENGTOU"	On 27th Sept.	10 A.M.
SHANGHAI	"SINKIANG"	On 27th Sept.	10 A.M.
SWATOW & SINGAPORE	"CHINHUA"	On 27th Sept.	10 A.M.
AMOY & HANGHAI	"SOUCHOW"	On 29th Sept.	10 A.M.
CHOW HAKTOI & HONGKONG	"KAIPOH"	On 30th Sept.	9 A.M.
SHANGHAI & TSINGTAO	"YINGHONG"	On 1st Oct.	4 P.M.
SHANGHAI	"SZECHUEN"	On 4th Oct.	Noon
SHANGHAI	"TUNNING"	On 6th Oct.	Noon
SHANGHAI & TSINGTAO	"SHANSHI"	On 8th Oct.	7 P.M.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO & collect Saloon accommodation. Amplest "Fans" in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are loaded in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

Operating the following U.S. Shipping Lines:

PASSENGER AND FREIGHT SERVICE

FOR VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai & Japan Ports)

From Hongkong ... Arrive Seattle

S.S. "SILVER STATE" ... Oct. 22nd ... Nov. 11th

FOR HONOLULU AND SAN FRANCISCO

S.S. "HAWKEYE STATE" ... Oct. 1st ... Oct. 22nd Arrive San Francisco

FOR PORTLAND DIRECT

(Calling at Manila, Shanghai, Kobe & Yokohama)

S.S. "PAULI" (Direct to Portland) ... Sept. 25th

S.S. "COCKER" ... Oct. 15th

S.S. "MONTAGUE" ... Nov. 11th

S.S. "ABERCO" ... Dec. 7th

Cargo Bill of Lading issued to Order of Consignees. Passengers and Freight Particulars.

THE ADMIRAL LINE

Telephone 2477 & 2478. 5th Floor, Hotel Manukoa. [71]



REGULAR SERVICE

TO

SAIGON-SINGAPORE-BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

S.S. "CADARBITA" ... Sailing Sept. 29th.

FREIGHT-ONLY.

FOR SAIGON.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES

5th Floor, Hotel Manukoa, Telephone 2477 & 2478. Passenger Office, Queen's Building, 2, Ice House St.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "SCHODACK" ... 27th Sept.

S.S. "JADDEN" ... 15th Oct.

For freight space and particulars apply to—

BARBER STEAMSHIP**LINES, INC.**

THE ADMIRAL LINE.

Tel. 2477 & 2478. AGENTS. 5th Floor, Hotel Manukoa. [72]

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

For BOSTON

and/or

NEW YORK

For Freight and Particulars apply to—

FURNESS, (FAR EAST) LIMITED

(Incorporated in Great Britain)

St. George's Building

Telephone 2165. Telegrams "Furness". [61]

